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REPORT NO.

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DATE PREPARED 31 May 1950

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REMARKS

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1. Forty-two twin-engine aircraft (low-wing monoplane, double rudder assembly, antenna rod forward of cockpit; covered with tarpaulins) were parked at the Strausberg (N 53/V 15) airfield on 18 April 1950 (1). A machine gun was seen at the rear of the cockpit of each of four planes. There was no flying between 9 am. and 4 p.m. although the cloud base was 1,500 meters and the visibility range 10 km.

2. An estimated 1,000 Soviet Air Force troops, including soldiers wearing red-bordered, black epaulets, were quartered in the field barracks buildings. [REDACTED]

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3. There was an intact hangar which was open and vacant. The landing field was sodded. An ammunition dump east of the field consisted of two sheds with ammunition boxes piled alongside.

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4. The field was still occupied by about 40 Jeeps and 20 biplanes between 17 and 22 April 1950. <sup>17</sup> Biplanes made night flights on 19 April 1950, obstacle lights again being in operation. When coming in to land the biplanes briefly turned off the position lights three times.

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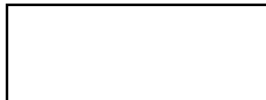
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The landing field had no boundary lights and only a single flare path. There was little flying during and before the period of observation.

5. Contrary to previous observations, work was being done on the aircraft and engines were revved up on the Sundays of 16 and 23 April 1950. Grading work on the landing field was going on. (2)
6. An engineer who worked with the Soviets and was on friendly terms with Soviet officers said that the Soviet Air Force unit was permanently on the alert. (3)
7. The Soviet Air Force depot was still housed in the former Strausberg rolling mill, which, according to press reports, was allegedly to be released for its original purpose. The Soviet Kech of Ice had charged a German firm with the construction of a central heating installation for the depot. This installation for heating the entire plant was to be completed by the beginning of the cold season.

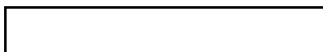
(1) Comment: the occupation of the airfield by about 40 twin-engine aircraft. Thus the previous assumption that the field is occupied by one bomber regiment is considered to be confirmed.

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(2) Comment: The information on the status of the field was confirmed No important construction work is being done except for the grading work on the edge of the landing field.

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(3) The information that the bomber regiment was permanently on the alert has not been confirmed In this connection a previous report (4) on the Finsterwalde airfield is noteworthy according to which the soldiers had town leave for only one hour.

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